

**Hazardous Wildlife Attractants / Aviation Stormwater Manual Task Force Meeting
Meeting Summary**

**September 26, 2007 / 1:30 – 3:00 p.m.
Puget Sound Regional Council Boardroom
1011 Western Avenue, Suite 500, Seattle**

Task Force Members Present:

Greg Wingard – Consultant, Regional Commission on Airport Affairs
Ed Abbasi – Stormwater Engineer, Department of Ecology
Paul Fendt – Water Resources Engineer, Parametrix
Dave Felstul – Consultant, Herrera Environmental
Steve Osmek – Biologist/Wildlife Program Manager, Port of Seattle
Reinhart Jung – Airport Engineer, Reid Middleton/WAMA
Richard Tveten – Water Quality Specialist, WSDOT
John Shambaugh, Aviation Senior Planner, WSDOT
Nisha Marvel, Aviation Communications, WSDOT

Members of the Public

Present:

Chas Talbot – Operations Manager, Regional Commission on Airport Affairs

On the Phone:

Kathy Lindquist, WSDOT Research

Welcome:

WSDOT Aviation Senior Planner, John Shambaugh, welcomed task force members and outlined the meeting agenda, which included the following:

- Project overview
- Project objectives
- Manual modifications
- Airport Runoff Manual status
- Schedule and next steps

Project Overview:

Shambaugh explained that existing stormwater guidelines help to improve water quality and habitat; however, are not suitable for airports. Existing guideline materials include Ecology manuals, the Highway Runoff Manual, and Stormwater Pollution Prevention Plan. To help create stormwater guidance specific to airports, the FAA provided a grant to WSDOT Aviation. WSDOT then hired Herrera and Parametrix as its consultants. A 28 member Task Force was formed in 2004 and is represented by legislative staff, airport sponsors, environmental groups, community groups, public ports, and state and federal agencies.

Task Force Recommendations

- Develop an Airport Stormwater Guidance Manual
- Draft Memorandum of Understanding.
- Develop Mediation Process.

Project Objectives:

Shambaugh outlined the objectives:

- Safety
- Compliance with Regulatory Requirements
- Consideration of airport operations
- Integration of stormwater BMPs with wildlife attractant BMPs
- Predictability in the regulatory process
- Approval by Department of Ecology and WSDOT

Manual Modifications

Dave Felstul, Herrera, explained the manual modifications:

- Application thresholds
 - Airside vs. landside
- Recommended BMP types
 - Example: No permanent water bodies
- Modifications to individual BMPs
 - Example: Pond configuration
 - Example: Infiltration rates

APPLICATION THRESHOLDS

	Pollutant	Landside	Airside
Basic Treatment	Sediment	Amount added impervious	Amount added impervious
Enhanced	Dissolved metal	ADT volume	Runway touchdown area
Oil Control	Petroleum products	Intersection ADT, parking, maintenance	Refueling, aircraft gates, parking area
Phosphorus	Nutrient	Discharge to listed waters	Discharge to listed waters

Felstul outlined the recommended BMP types in general, for flow control, and for run-off treatment. He also described modifications to individual BMPs types, using pond configuration and infiltration rates as examples.

Airport Runoff Manual Status

- Manual text – review by WSDOT
- BMP Design guidelines – review by TAC or Task Force
- Ecology coordination/review

Schedule and Next Steps

Proposed Meeting Schedule

- Task Force Meeting Schedule
 - Task Force: October 30, 2007 -- Review Draft Airport Runoff Manual/BMP
 - January 9, 2007: Review Public Comments and provide recommendations
- Public Review Schedule
 - Public Meeting: December 5, 2007 – Presentation on the Airport Runoff Manual
 - Public Comment Period: Comment period open for 20-days November 28 through December 18
- Adoption by WSDOT and Department of Ecology
 - June 2008

Key Dates:

- **October 25, 2007:** Submission of Draft Airport Runoff Manual to Task Force
- **October 30, 2007:** Task Force Meeting
- **November 7, 2007:** Task Force Comments submitted to consultant
- **November 28, 2007:** Start of public comment period
- **December 5, 2007:** Public Meeting
- **December 17, 2007:** End of public comment period
- **January 9, 2008:** Task Force Meeting to consider public comments and provide recommendations

Discussion Summary:

State has 140 public use airports – 20 are commercial. The majority of the system is GA and has low operation levels.

Application thresholds need to examine the differences between cars and aircraft – particularly for oil control.

Guidelines will not change permitting authority.

Guidelines will not change environmental permitting process.

Costs associated with guidelines should be addressed. Cost comparisons are important to identify economic impacts of the guidelines and are vital to users.

“Near airports,” or the area of influence for addressing wildlife at airports, needs to be clearly defined.

FAA mandates that airport operators need to work with communities and agencies to show they are not attracting wildlife to the airport.

State agencies should have to refer to the guidance manual as it sets an important precedent.

Treatment method: guidelines strive to find balance between FAA standards and water quality standards.

Potential impacts to habitat are a concern must be adequately addressed.

Decisions about stormwater facilities will continue to be made by local jurisdictions.

Stormwater guidelines will not impact existing facilities.

There is concern that users of the manual will see the guidelines as law instead of best management practices.

There is concern that the stormwater design meets water quality design but does not address wildlife issues.

Be careful about vegetative detention ponds because they do not always serve the purpose.

New regulation requires that manuals undergo public review; it is also WSDOT Aviation’s policy to remain transparent through public review process.

Task force members would like more time to review drafts.

Should revise proposed schedule to allow time for review.